

The Topeka State Journal.

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NIGHT EDITION.

TOPEKA, KANSAS, FRIDAY EVENING, JUNE 29, 1894.

TWENTY-SECOND YEAR.

NO LET UP.

The Strike Continues to Spread Eastwardly.

Five Thousand Men Quit Work at Cincinnati.

Preventing the Moving Even of Freight Trains.

CHICAGO SITUATION.

Illinois Central Manages to Get a Fruit Train In.

A Number of Trains Get Away With Pullmans.

THE TIE UP OUT WEST

Seems to Be Nearly Complete on Southern Pacific.

Other Roads Running in a Desultory Way.

President Debs of the A. R. U. to Be Arrested.

CHICAGO, June 29.—All suburban trains over the lines running out of the Union depot came out on time. These include the Burlington, Alton and Pennsylvania systems. Most of the switches previously from the tower at Van Buren street near the Union depot, has been changed to the old style switches and tracks were moved by hand levers. This made it possible to employ inexperienced men.

A report was received that all the clerks in the freight house of the Northwestern road at Western avenue, some 200, quit work today after having taken their places at their desks. The officials of the road denied the rumor.

Howard Goes to St. Louis. It is reported that Vice President Howard of the A. R. U. has gone to St. Louis to take charge of the strike in that city. It is also stated at the headquarters of the A. R. U. that a general strike has been ordered on the Milwaukee & St. Paul.

The alleged reason for this is, the union leaders say, that the officials of the road agreed not to put non-union men at work in place of union men who had struck. It is claimed that the action of the road in sending out the Illinois Central special policemen and office employees to fill these places temporarily, was a violation of this agreement.

The general strike was therefore ordered. The employees of the packing houses were reported all at work today, but the switchmen of the Union Stock yard and Transit company were reported as having struck. This, if true, would lead to serious complications in the general work of the yards.

A Long Fruit Train Comes In. The Illinois Central succeeded in bringing through to Van Buren street today a long train of cars loaded with fruit from the south.

The suburban tracks were used for this purpose. When the train had been sidetracked, a large force of men were put at work unloading the perishable freight. Dozens of wagons were backed up against the iron railing dividing the Lake Front park from the Illinois Central tracks, and the goods loaded into them over the fence for transportation to the commission houses.

Twenty deputy marshals were sworn in today to protect the Santa Fe in starting its trains.

Switchmen May All Quit.

Representatives of the local Switchmen's union report that the members of the union, as individuals, are generally in hearty sympathy with the strikers. What they will be as a union will be determined at a meeting tonight at the Grand Northern hotel. Grand Master Barrett, who has been in the city for the past two days making a quiet investigation of the situation, will preside at the meeting. There are 4,000 switchmen in Chicago and they are so well organized as to be likely to act as a unit.

The Pan Handle road brought in 70 men today from Cincinnati, Columbus and Louisville and put them at work at Curtis street yards under police protection. No interference was attempted on the part of the strikers.

Threatening the Wabash.

The officials of the A. R. U. are making threats against the Wabash as the latter is said to be interfering with the boycott against the Western Indiana by allowing the latter's trains to be run over the tracks which both roads use.

The union officials claim that the Chicago & Alton road is effectually tied up. President Debs of the A. R. U. says the strike at the Union stock yards and Transit lines will not formally go into effect until 7 o'clock tonight but that many men have already gone out. He says that the employees of the packing houses will not be called out at present. Vice President Wickes of the Pullman company says of the action of the Mobile & Ohio road in taking off its Pullman cars that it is of no consequence since the company was running only four Pullmans and the contract with the Pullman company has expired. He has received no notice of the alleged action of the Milwaukee & St. Paul in taking off its Pullman cars.

The Pan Handle Road.

The Pan Handle road is making a determined systematic effort to break the strike on its line in this city. Two seventy men imported today came from among officials and skilled workmen along the line and are such as can be spared at different places without crippling the operations of the trains. They have been at once set to work in switch and signal towers and at the yards with the purpose to get some trains started today.

Great crowds of strikers congregated

at the Curtis street yards and at many other points. But no violence nor interference was attempted, a force of forty policemen at Curtis street being sufficient to overawe them there.

Preparing for a Long Fight.

The session of the General Managers association begun at 12 o'clock, gave every indication that the roads are preparing for a long and determined fight. Telephones were being run into the association headquarters; additional rooms were being fitted up and other preparations were in progress.

Shortly after the beginning of the session, Wm. A. Pinkerton appeared and appeared on the jealously guarded floor to the meeting room, and was at once admitted. His visit was significantly regarded, and it was rumored that it was the intention of the railroad people to arrest the strike leaders.

Director Rogers of the A. R. U. said today of the situation on the Milwaukee & St. Paul road:

"The threatened strike of the C. M. & St. P. has not been averted. Leaving the switchmen's troubles out, the Pullman question still remains. They have not yet cut the Pullman cars off so the strike is bound to come. The switchmen's trouble referred to by Mr. Lynch was the alleged employment of special police to turn the switches in the face of an agreement said to have been made by the road not to employ non-union men in the place of the strikers."

Director Lynch of the union said that the general strike order on the Chicago & Great Western had gone into effect as was planned for this morning.

"The Maple Leaf is in a state of utter paralysis," said he. "It is tied up at Des Moines, St. Paul and Duluth. Our advice is that it is almost as badly knocked out as the Northern Pacific. However, the branch to Kansas City is not as yet affected. It is the opinion on that the terminals at that point will be rendered inoperative before Saturday."

IN THE NORTHWEST.

Passengers Suffering for Want of Food—One Train Has a Wagon.

MINNEAPOLIS, June 29.—A special to the Journal from Livingston, Mont., says that some of the passengers on the train that has now been delayed sixty hours are in want. The superintendent has done nothing, having been awaiting instructions from St. Paul. A special from Glendive, Mont., says that mail and supplies are being brought by boat on the Yellowstone from Buford.

St. Paul, Minn., June 29, 11:45 a. m.—Manager Kendrick of the Northern Pacific says the Fargo and Winnipeg trains will be sent out tonight. Deputy marshals are now in charge of yards. Business is suspended on the northern division of the Omaha road. Other lines are unaffected.

MINNEAPOLIS, June 29.—Noon.—The situation is unchanged. The Northern Pacific is not turning a wheel but the trains on all other roads arrived this morning. Those usually carrying Pullmans have them today. The Wisconsin Central Pullmans were placed with notices that the road was under the government's control and that interference would be punished by the United States court.

DULUTH, June 29, noon.—No trains are moving out from here on the Omaha road. The limited from Chicago came in with a Wagner car. The Northern Pacific passenger trains are moving all right, but freight business is at a standstill. The Omaha train to St. Paul is still standing in the yards; the fireman and brakemen have gone out.

ALL STOP AT CINCINNATI.

Five Thousand Railway Employees Quit Work Today—No Trains Move.

CINCINNATI, June 29.—Fully 5,000 men are out here today. The switchmen and other yard employees struck this morning.

At 10 o'clock they were joined by the men in the yards at Ludlow, Covington and Newport across the river. No attempts are made to make up or move freights. Superintendents and office men are making up the passenger trains that go out.

Notice has been given by the C. H. & D., Q. & C. and B. & O. that they will put in new men if the old ones remain out. The Kentucky Central and Big Four men were reluctant to quit, having no direct grievances. At a meeting of the general officers of the roads entering Cincinnati it has just been decided not to put in new men nor attempt to break the complete tie up until 7 a. m. tomorrow. This is done to give the old men time to reconsider their action forced upon them.

The railroads will post notices tonight that all who do not come to work tomorrow morning will be considered as trespassers and treated accordingly.

HUNTINGTON TO HIS MEN.

The Southern Pacific President Speaks With Moderation, But Firmly.

SAN FRANCISCO, Cal., June 29.—General Manager Towne of the Southern Pacific has received the following from C. P. Huntington of New York:

"We feel quite sure after our second thought our men will not leave us as the company have very little interest in the cars on the Southern Pacific the tying up of the road would only injure and discommodate the general public."

"I feel sure that they do not wish to take control of the property of the Southern Pacific as they would be doing if we gave them what they asked for; I wish you would call the men together as far as you can give them our views and after discussing a sufficient time if they do not then accede to our request but leave our work, you will get other men to take their places if possible, and if not let the trains stand as they are."

"The question of what cars the company should run is one that rests with the owners of the property, for ownership must carry control. You know how much I desire to protect the wage workers, but this matter between Pullman and his employees is something that I do not know anything about and it should not be used by the men to the injury of ourselves and our patrons, and I will say that, as I did yesterday, if the men after full discussion refuse to work, I wish you would discharge them and let them understand that they will never be employed again by the Southern Pacific company."

[Signed] "C. P. HUNTINGTON."

Upon receipt of President Huntington's message, Vice President Debs and General Manager Towne issued a bulletin to all employees of the Southern Pacific company, calling their attention to the fact that they would be doing a great injury and injustice to the Southern Pacific and its patrons by consenting to observe the instructions of the A. R. U. as seventy-five per cent of the sleeping cars run over their road were owned by themselves and not by the Pullman company. The bulletin appealed to the men to handle their cars as heretofore. If they do not comply it is thought that Mr. Huntington's instructions will be put into effect.

TO ARREST DEBS.

At a Late Hour This Afternoon a Warrant Prepared.

CHICAGO, June 29.—It is believed that Debs will be arrested before night. No particulars can be obtained at present, but it is believed a warrant for his arrest is already prepared.

President Debs today in an address to the railway men of America setting forth the cause and objects of present strike said:

"The struggle with the Pullman company has developed into a contest between the producing classes and the money power of the country."

"This was what Lincoln predicted at the close of the war and it was this reflection that gave the great emancipator his gloomiest forebodings. We stand upon the ground that the working men are entitled to a just proportion of the proceeds of their labor. This Pullman denied them."

Continuing he calls upon all working men to refrain from acts of violence, and in conclusion says: "I have faith in the great body of railway employees of the country, and am confident they will maintain an unbroken front in spite of any opposition that may be brought to bear against them. I am perfectly confident of success. We cannot fail."

President Debs of the A. R. U. said today concerning the possibility of his arrest by order of the United States court: "I anticipate no trouble with the courts, and I hardly see how I can be arrested until I commit, or cause to be committed, some overt act of violence against the lines which the courts now operate. You will notice that Judge Caldwell says that we have a right to order the men out on the Santa Fe. He says, however, that as soon as the men leave company's—or the courts—employ, they must in no way interfere with the running of trains. Certainly they will do that, for they are under orders to resort to no violence."

Judge Caldwell admits that the men have a right to quit work. That is what we contend for and we are therefore satisfied with the court's ruling. The receivers' control over the Santa Fe is just the same as a manager's power over any line. We realize the importance of avoiding any trouble with the government, and we have neither wish nor intention to hinder the carriage of the mails.

"The situation grows more encouraging each day. We feel that we have succeeded as far as can be expected. There have been no evil breaks thus far and we shall do our best to prevent any. Our policy will be one of moderation."

MAILS NOT DELAYED.

The Government Has No Serious Complaints to Make as Yet.

WASHINGTON, June 29.—Few delays on account of the Pullman boycott were reported to the postoffice department today. The story of a total blockade of the mails sent out from Chicago was denied in official dispatches today.

General Superintendent White of the railway mail service held frequent conferences with Acting Postmaster Jones on the action to be pursued by the department and over the developments as shown by the official dispatches. If the postal system should become much more serious it is probable that Assistant General Superintendent Neilson will be detailed to represent the department in the west.

AT JERSEY CITY.

Agents of the Union Working at That Place.

NEW YORK, June 29.—Dispatches to the Associated Press received up to noon from New England, Pennsylvania, eastern New York and New Jersey, show that as yet railroads in these localities have not been affected by the A. R. U. boycott of Pullmans.

It is reported however that agents of the union are working in Jersey City fomenting trouble.

THE ROCK ISLAND NEXT.

It Will Be Tied Up by the A. R. U. Tomorrow Morning.

CHICAGO, June 29.—3 p. m.—The Rock Island road which is about the only one in Chicago to have escaped thus far, will by tomorrow morning be tied up, it is said. An order to that effect was issued today by President Debs.

"The Burlington is, or will be tied up and the Rock Island will follow."

BAGGAGEMEN QUIT.

At the Dearborn Street Santa Fe Depot in Chicago.

CHICAGO, June 29.—3 p. m.—The baggagemen at Dearborn station, the terminus of the Erie, Wabash, Grand Trunk, Eastern Illinois, Western Indiana and Santa Fe roads have gone out. The officials of the road say they can fill their places in four or five hours.

On the Gould System Also.

St. Louis, June 29.—Director Kern of the A. R. U. received word from President Debs that a strike had been declared on the entire Gould system. M. J. Elliott another director of the A. R. U. has arrived here to assist Kern in the management of the strike.

The STATE JOURNAL'S Want and Miscellaneous columns reach each working day in the week more than twice as many Topeka people as can be reached through any other paper. This is a fact.

Read the "Wants." Many of them are as interesting as news items. See if it is not so.

ON THE SANTA FE.

Westbound Trains Carry Pullmans as Far as La Junta.

Which Seems to Be the Knot of the Tie-up.

One Train Comes East Without Its Pullmans.

LEFT AT LA JUNTA.

Manager Frey Believes the Strike Will Break Up.

Will Begin to Go to Pieces Tomorrow Night.

NO FREIGHT TRAINS

Are Moving On the Santa Fe Today.

Owing to the Strike of the Switchmen.

There is no further movement in Topeka toward a strike than there was yesterday. If anything, the railroads are better off now so far as the movement of trains in Kansas is concerned than it seemed possible yesterday that they would be.

Today's No. 5 came in at 11:40, on time, and carried two Pullman cars. At noon No. 2 came in from the west. She was seven hours late and carried no Pullmans. She was from California and had three Pullmans, but the strikers took them off at La Junta and sidetracked them. La Junta seems to be the only place that the A. R. U. is at all active, and the road is really making no effort to get a train east or west of that point. This story about No. 2 losing her Pullmans there is denied, however, by the company, the officials of which say that the train that arrived at noon is a short No. 8 that ran only from Dodge City, and did not have Pullmans.

The passenger trains are running quite regularly today. No. 6 left Dodge City this morning, and will pick up the sleeper from Galveston at Newton, and is expected to reach Topeka with it at six o'clock this evening, one hour late.

No through freights are running either way because of the tie up at Emporia and Kansas City. Passenger train No. 4 from California, due at 2:00 p. m. was annulled by the officers of the road yesterday, and is annulled again today.

After ten hours of work, No. 5 came in on the Santa Fe from Kansas City at 9:35 last night, with Conductor Motter and Engineer Bradford in charge. No. 3 got in at 9:40, six hours late, with Conductor Stocklin, Engineer Heberer and Fireman Rollo. No. 5 had three Pullmans and No. 3 had one. At 9:50 No. 1 came in from the east, with Conductor Dolpelt and Engineer Wooten, six hours late and carrying four Pullmans.

These Pullmans were chained together and to the train with heavy chains and locks. There were guards on the trains and when two of the railroad men got a taste of the property of the company for curiosity a guard with a Winchester came up to them and stood by until they went away.

Engineer Rollo and Conductor Scott took No. 1 on west.

No effort is being made to stop Pullman cars at any point on the Santa Fe in Kansas.

Manager Frey on the Situation.

General Manager J. J. Frey said to a STATE JOURNAL reporter today: "The situation has not changed a great deal since last night, when we succeeded in getting our trains out of Kansas City on time with the regular equipment. We are having little trouble on the Eastern Grand division, that is, east of Dodge City. It is true some of the employees have quit work, but they are making no forcible interference with our moving trains, although they are around the yards in little groups watching what is going on. Our trains all came out of Chicago last night as usual and without any interference, although they had the regular Pullman equipment."

"This morning we have a short No. 6 coming east from Dodge City. The regular No. 6 being still tied up at La Junta and another Denver train, No. 8, is coming through all right with Pullmans attached."

"At Kansas City this morning trains No. 7 for Denver left at 9:30 as usual with four Pullmans and No. 2 for Chicago left about the same time with her regular number of Pullmans."

The Most Serious Trouble.

"The most serious trouble is on the Western Grand division at La Junta and Raton. Everything is tied up and at a standstill at Raton."

"About 5 o'clock last evening one of our train dispatchers by the name of Smith was chased by a mob of about 500 men and he was compelled to leave the city and flee to the hills to save his life. Other dispatchers are still at work there, and I don't know why this man was singled out, unless they caught him looting on the street. After they had driven him out of town, the mob went to the home of the chief night train dispatcher, and notified him that if he went on duty they would kill him. I did not hear whether he attempted to go to work or not."

"We are handling very little freight, although the office men and train masters are succeeding in handling all live stock and perishable freight. We sent several stock trains into Chicago yesterday."

"In my opinion the strike will soon spend itself and whenever it reaches its strongest point it will commence to go to pieces. I think it will surely reach that point by tomorrow night at the

farthest and it may have done so already."

A Big A. R. U. Meeting.

Trados Assembly hall was packed, as it never was before, last night at the meeting of the railroad men to consider the strike situation. The meeting was called under the auspices of the A. R. U., and none but vocalized for railroad men were admitted. R. J. Sloat, as president of the local union of the A. R. U., presided, and the regular secretaries, Harry W. Chapman and W. D. Robinson, were in their places.

The meeting was a very enthusiastic one, and was addressed by several of the prominent railroad men of the city. R. J. Sloat made quite a lengthy address in which he explained to the men the importance of thorough organization and made a plea for the advancement and enlargement of the local unions. The speakers were frequently interrupted by applause. These speeches resulted in the addition to the union here, which is now thoroughly organized, about 150 new men and brings the membership up close to the 500 notch. The meeting showed a decided disposition among the men here to stick to the union whatever happens and if a sympathetic strike is ordered from headquarters they will certainly take part.

Resolutions Adopted.

President Debs' name was frequently cheered and with reference to the Pullman trouble the following resolutions were presented and adopted unanimously:

Whereas, The Pullman Palace Car company has reduced the wages of their employees; and Whereas, The said employees understand that their wages would be restored in a few months; and Whereas, The Pullman Palace Car company having failed to make good their promises to said employees; and Whereas, Said employees to protect themselves and families were forced to leave the employ of the company; therefore, be Resolved, That the employees of the A. T. & S. F. company were assembled tender their sympathies and assistance in this, their time of need.

The mass meeting adjourned at about ten o'clock, and the A. R. U. and the committees went into executive session. At this meeting the committee of three mediators was appointed, but their names are kept a secret. This committee will have entire charge of any action the union may see fit to make at this point, and they are conferring today with regard to it.

Lynx Condoled With.

Nate Henshaw of Emporia, a prominent member of the A. R. U. is in the city attending a meeting of the state board of which he is a member. Hearing of the discharge of his friend, Conductor Lyons of Emporia, he telegraphed him as follows: "I read the sorrowful news in the STATE JOURNAL last evening. Resistance to tyrants is obedience to God. Stand firm; will divide to the last."

Henshaw.

"I wish you would correct an impression that seems to have been given in the JOURNAL last evening in regard to the 'gravel pit' at La Junta," said a railroad man today. "It isn't a big hole to dump 20,000 cars into, it's simply a low gravelly place that has sidetracks on it that will accommodate 500 or 600 coaches, and you will observe the boys are putting them there as fast as they come in. It won't be the property of the company. A square inch of paint will be knocked off. The Pullman company can go there and get their empty cars any time they want them."

At 3 o'clock this afternoon at the general manager's office it was announced that there would be no change in the general condition of affairs along the line of the road in Kansas since morning.

In the offices of the law department it was given out that United States Marshal Neely has telegraphed his deputies at Newton and Arkansas City to summon to their assistance the necessary posse to protect the property of the company.

It is reported that at Arkansas City this morning some of the switchmen who struck yesterday have left the union and went back to work today.

MUST NOT QUIT.

Judge Phillips Admonishes Employees Not to Stop Work.

KANSAS CITY, June 29.—3 p. m.—Judge Phillips, in the U. S. circuit court, this morning issued an order restraining the Santa Fe employees from interfering with the running of Pullman cars. The order was made on the application of the receivers. It differs from the orders issued by other courts, in that it admonishes the employees not to quit the services of the company.

SOUTHERN PACIFIC PARALYZED.

President Debs Orders Traffic to Stop on the Entire Line.

SAN FRANCISCO, Cal., June 29.—By orders of President Debs a strike is ordered on the Southern Pacific and the entire system is paralyzed today. The order was issued from Chicago last night and is the result of three brakemen who refused to go out on a train to which Pullmans were coupled. The strike took effect at midnight.

The tie-up at this end of the Southern Pacific is about complete. Even the Southern Pacific ferry service across San Francisco bay is badly crippled.

Tomorrow the company says it will begin to bring in common laborers to work in the yards and at freight houses, to serve as switchmen and in such other capacities as may be necessary. The officials say the supply of idle men is abundant, and there will be no doubt about the success of their plan if they are given the proper police protection.

If the strike continues to extend to other points along the road, the officials say this may increase their embarrassment, but they will pursue the course outlined just as vigorously and they have no doubt of being able to control their road ultimately in spite of a general strike.

MISSOURI PACIFIC INVOLVED.

All the Roads Controlled by the Goulds to Be "Dead" by Tomorrow.

St. Louis, June 29.—The refusal of the Missouri Pacific boss switchman, John Lally, to handle Pullman cars will result in a complete tie-up of the Missouri Pacific and Iron Mountain roads, indeed the entire Gould southwestern system until Lally is reinstated.

As stated last night, the night switching force struck immediately, while the day force determined to do likewise, and

SHIRT WAIST

Is a much desired article of ladies wear. We are going to sell some very cheap tomorrow. They are NOT THE LATEST STYLE, but at THESE prices they are BARGAINS.

Waists that were 45c, 50c and 55c Tomorrow, 30c each.

Waists that were 50c, 55c, 60c and 65c Tomorrow, 50c each.

Waists that were \$1, \$1.25, \$1.50, \$1.75 and \$2.00 Tomorrow, 75c each.

The largest line of LAUNDERED WAISTS in the city.

Special—100—Ladies' Sun Umbrellas—Gloria Silk Cover—Paragon Frame—Solid Acacia Stick—for \$1.50 each. Worth \$2.00.

TELL THE CHILDREN Their Parasols are here.

Red, Pink, Navy, Tan, Blue, &c. At 25c, 50c, and upward.

Summer Underwear.

We want to sell it to you. Prices RIGHT. See if they are not.

Tan, Blue, White, &c. HOSIERY.

Clean, New Goods, as cheap as you can buy cutlins and shop-worn hosiery.

WINDSOR TIES.

5c, 10c, 25c.

MULL TIES.

15c and 25c.

CHIL. SILK MITTS.

25 Cents.

(Blue, White, Tan, Colored.)

LADIES' SILK MITTS.

25c, 35c, 50c.

White Chambray Skin Gloves, \$1.00

Ladies' Handkerchiefs. NEW Just in

No number before last Dust on these—

At 5, 10, 12½ & 15c Ea.

And they are worth it.

COME SEE US TOMORROW.

THE MILLS, FLOWER-ADAMS-CO.

This morning they did so, but three men

rejoiced for duty. As a result but two

switch engines are today at work in those

yards, and those are likely to be stopped

at any moment.

In addition to this the strikers laid

their cases before George P. Kern, who

at present represents President Debs here

and after a conference which occupied